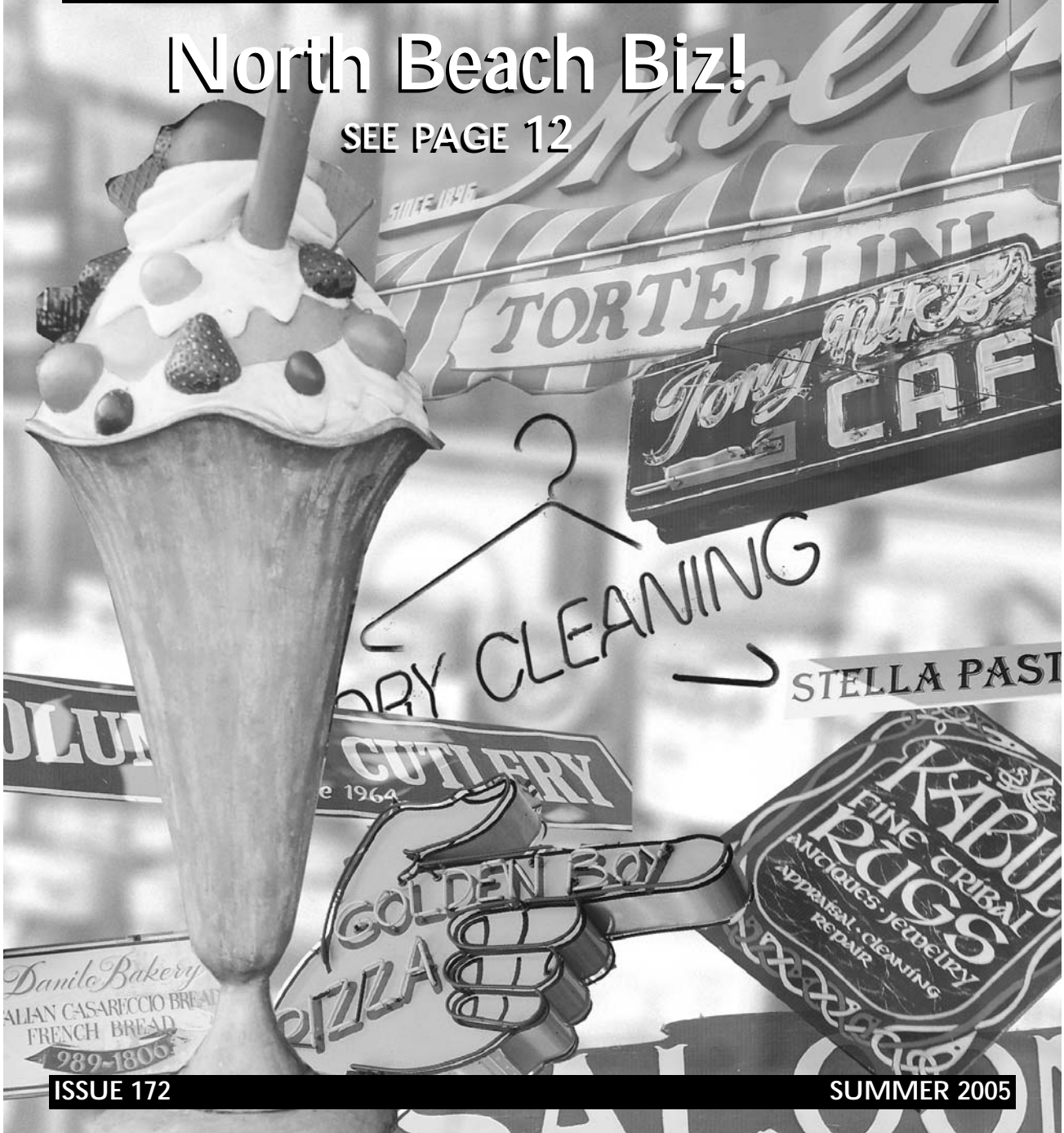


The Semaphore

A PUBLICATION OF TELEGRAPH HILL DWELLERS

North Beach Biz!

SEE PAGE 12





TELEGRAPH HILL DWELLERS

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Cover: Collage of local businesses (photos by Art Peterson,
collage by Chris Carlsson)



Printed on Recycled paper

The Semaphore is a publication of the Telegraph Hill Dwellers for its members. Articles, except for the summary of Board of Directors' Motions, do not necessarily reflect the official position of the Association or its Officers, but are the opinions of the writers of the individual signed articles. The Association can take no responsibility for their content. This membership publication is not to be reprinted or disseminated without written permission.

THE PRESIDENT'S CORNER

North Beach Manifesto

By Brad Willmore

The ordinance to prohibit formula retail use in the North Beach Commercial District is now on the books. Throughout the debate on this issue, Supervisor Aaron Peskin has provided leadership and deserves our special thanks. Further, our own THD organization, as well as the North Beach Merchants Association, has been much involved in making this concept a reality and both have been duly honored for their work by the *Bay Guardian*.



While the ordinance is a *prohibition* it's really more about something we're all *for*. THD is often criticized by its detractors as "always being opposed" to something, but that very opposition is always in the defense of something we're *for*.

We supported the ordinance because we're *for* independent, owner-operated business. We're *for* the unique character and way of life these businesses bring to our neighborhood and we're *for* the opportunity they give individuals to catch a piece of the American Dream. Likewise, we're *for* the preservation of small retail spaces so that individuals have an affordable pool of commercial space to rent.

Many urban commercial districts have unfortunately allowed their individual storefronts to be combined into big-box equivalents that only a national, mega-retailer can afford. Not here in North Beach, where the moratorium *against* storefront combinations has been an impetus *for* individual businesses and restaurants full of the kind of character and life missing from your aver-

age shopping mall.

Likewise our defense of the 40-foot height limit on new construction is a vote *for* neighborhoods built on a human scale, *for* sunlit streets, and *for* preservation of our neighborhood's architectural heritage. If that means that we get labeled as being against dark, windy urban canyons of high-rise buildings, well I guess we'll gladly take that rap.

And when an opponent complains that we should stick to our own 'hood and not venture out, we politely point out that we aren't just residents of Telegraph Hill and North Beach, but citizens of this city, and as such we're not just *for* the greening of Joe DiMaggio Playground alone, we're *for* more park space on the waterfront as well. We're *for* the preservation of city landmarks, like St. Brigid Church, we're *for* protecting our city trees everywhere and we're *for* the livability of all our neighborhoods over the convenience of commuters and out-of-town corporations.

Like every generation before us, we're *for* walking to work, we're *for* shopping on Grant Avenue, and we're *for* little coffee houses. We're *for* protecting the North Beach way of life, in all its wonderful and weird expressions, for the same reason that the generations before us protected this place with the same passion: because this neighborhood is the very heart of San Francisco.

Our Waterfront

Many of you have followed the sad transformation of our northeast waterfront from active port to dying port to commercial developer feeding trough.

The Port of San Francisco now enjoys four times as much revenue from non-maritime lessors

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PRESIDENT'S REPORT *continued from page 3*

as from traditional maritime businesses (fishing, marinas, shipping, etc.). The proposed Mills Corporation's shopping mall and office park on Piers 27-31 is a particularly egregious example of this. Who's bright idea was it to convert a dying port into the city's largest office lessor? While places like Crissy Field get rebuilt into beautiful open spaces, we get stuck with more commuter offices and a big fat shopping mall.

Well, finally a city government organization has said "enough" to the rampant sell-out of our waterfront. PROSAC (Park and Recreation Open Space Advisory Committee), the group that oversees the \$100-plus million in open space funds, recently passed the following resolution: "That the City and County of San Francisco should adopt the policy that any property of the Port of San Francisco, that is retired from active maritime use, shall be converted to recreation and open space for the enjoyment of all San Franciscans."

It's a bold statement by PROSAC and a bold vision that deserves our support. Current plans for the waterfront have too few park spaces and those planned are too small and too far apart. The Port holds 435 acres of city property that, if not being used for active maritime use, should be converted to park and open space, particularly in this district which has the lowest amount of park space per capita in the City.

A Tale of the Big White Truck

Lastly, I would be remiss if I didn't take the opportunity in my first column to recognize our outgoing president, Paul Scott.

Paul was an outstanding example in the role of THD president, providing leadership and a level head in the midst of battle on the waterfront, the Triangle and so many other tough campaigns over the last two years. How he managed to do it, while simultaneously raising three kids

with his wife Yasmeen and renovating a home (on the Filbert Steps no less), I'll never know.

All great neighborhoods are built by great neighbors and Paul and Yasmeen exemplify our way of life best; and that's where the big white truck comes in. Those of us living near Montgomery and Filbert knew the sight of Paul's old Ford truck that he'd acquired during his renovation on the Filbert Steps. And those of us doing our own renovations got to know the rattling old thing even better, since Paul was never shy about loaning the beast out.

That truck saw plenty of borrowers behind its wheel and found use in many renovation projects besides Paul's. Not only that, the truck became a means for schlepping stuff to community fundraisers and church functions and home from the Christmas tree lot. The keys were under the bumper and Paul would make sure it was available even if it meant rearranging his own trip to the lumber store.

I guess there's a metaphor in there somewhere about building community, about contribution, and about commitment. It's also a little bit about the North Beach manifesto we're all *for*. The big white truck is gone now, a victim of old age, but thankfully Paul, Yasmeen and family are still an important part of our neighborhood.



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Waterfront Report

Submitted by Vedica Puri

The northeast corner of the waterfront has, in recent years, become one of the most targeted areas for development in the City. From the proposed move of the Exploratorium to the latest proposal to demolish 1620 Montgomery and build yet another a nine-story condo high-rise—the waterfront is at a crossroads unlike any other in its history. We have a choice that comes down to this: Should we build without end or should we build responsibly?

Here is an update on the local projects the Waterfront Committee has been tracking. For up-to-date information, please check out the Waterfront committee link at www.thd.org. If you have additional information, please pass it along. For questions about these projects, contact Vedica Puri (433-8000) or Paul Scott (981-1212), co-chairs of the THD's Waterfront Committee.

Piers 27-31 (the Mills Corporation development):

The plan to build over 19 acres of prime waterfront space into a mall, with some recreation, office and restaurant space is alive and well, thanks to recent closed-door session rulings by the California State Landmark's Board. The board approved the site plan Mills presented and the Port Commission endorsed it last November. Mills holds the exclusive right to negotiate ("ERN") with the Port through March 2006. The Port staff continues to prepare an environmental impact report. In June, the San Francisco Planning Department, in conjunction with a private consultant (Nelson/Nygaard Consulting Associates), issued what appears to be an almost final version of its Embarcadero Parking and Transportation Analysis. The status of this report has been provided at several meetings of the Northeast Waterfront Advisory Group, an advisory group to the Port made up of local citizens. It was revealed during these presentations that, given the limited funding for the analysis, a

majority of the traffic and parking data was neither new nor specifically gathered with the Piers 27-31 project or Embarcadero hotel in mind.

That analysis states in its conclusion:

The purpose of this study is to provide a relatively quick overview of the key factors and considerations in carrying out transportation and parking management planning within the Northeastern Waterfront Area.

The analysis illustrates that, under any scenario, absent further advance planning, the future demand for parking is expected to exceed available supply, and Muni service will fall short of its operating standards. This dictates a need to engage in public discussions with citizens, businesses and affected government agencies on what planning, funding and policy strategies can garner the support necessary to effectively resolve this condition—before it materializes.

The intent of this report, therefore, has been to attempt to discuss the interactive pressures, policies and factors that play key parts in understanding, and ultimately resolving these issues comprehensively for the Northeastern Waterfront Area. To accomplish this will require the City's continued resolve, cooperation and coordination amongst the various transportation planning and implementation agencies, decision-makers and constituencies involved.

The fact that this analysis admits to "a relatively quick overview" of a topic as deep and vast as traffic and parking along one of San Francisco's main corridors of travel is to be noted. The fact that policies need to be discussed and all parties need to cooperate is obvious but does not actually address the long-term problems that San Francisco residents face if the six to 10 major projects that are currently working their way through the Planning Department are built.

Supervisor Aaron Peskin sponsored legislation that commissioned a non-partisan body, the San Francisco Municipal Transportation Authority, to prepare a very specific traffic impact report, assessing the cumulative impact of many of the projects proposed in the northeastern waterfront. A draft of this report, known as the

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TALES OF (SAVING) TELEGRAPH HILL

The First Citizen's Environmental Campaign

By Chris Carlsson

The Telegraph Hill we know today is only a piece of the prominence that greeted Gold Rush arrivals of 1849. For the better part of a century the hill's bedrock was grist for profit seekers and others, first as ballast for ships returning after delivering supplies to the gold fields, later, in the 1860s, as the basic material for the sea wall built along Front Street.

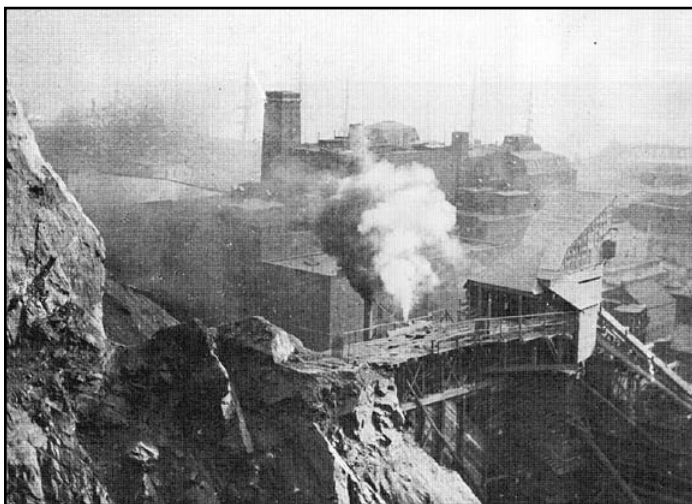
Most notoriously however, Telegraph Hill was torn apart by the workers of the Gray Brothers Crushed Rock Company. For about 20 years starting in the mid 1890s the company headed by George and Harry Gray dug at the east face of Telegraph Hill quarrying the rock, with the blessing of City Hall, for street paving and bulkheads at the port. Unlike modern day exploiters, who may sugar coat their intentions in euphemistic language, George Gray's publicly announced goal, according to David Myrick, was the annihilation of Telegraph Hill. The brothers

persevered through bankruptcies and barrages of rocks from irate Irish and Italian hill dwellers who sometimes saw their small homes tumbling down the cliffside after a quarry explosion.

It was this blatant exploitation of public land that gave rise to San Francisco's first citizens' environmental movement. One of the leaders of this movement was Dr Dorothea Moore. Moore characterized the predominantly non-Italian, non-resident women who, like her, spearheaded the 19th century effort to spare Telegraph Hill, as "a little group of fanatics."

As told by Richard Dillon in *North Beach: The Italian Heart of San Francisco*, the Outdoor Art League, of which Moore was an organizer, was the first group to become concerned about the fate of the hill. This entity was followed in 1890 by Alice Griffith, Elizabeth Ashe and eight other women who formed the Willing Circle. After an incarnation as the City Front Association this group eventually became the Telegraph Hill Neighborhood Association. Their efforts focused on resisting the quarrying of the hill, but also sought to improve the neighborhood by providing classes in homemaking, a Boys' Club, and a settlement house at the crest of Vallejo (No. 427) which provided two nurses for locals' needs.

The Italian hill dwellers, mostly working in the sprawling produce district to the south of the hill (today's Sidney Walton Square and surrounding blocks) or the canneries to the north (today's Cannery and environs), overcame their initial suspicion of this "women's movement" and began giving fruit and vegetables to the house. An evening club for



Gray Bros. quarry at Sansome and Green, c. 1900.

continued on next page

FIRST ENVIRONMENTAL MOVEMENT *continued from previous page*

girls working in the canneries was begun.

Another leader in this movement was Alice Griffith, an irresistible force who badgered city officials, local societies and merchant associations to halt the destruction of the hill. Moore described Griffith as “one of those true lovers of beauty who can never suffer ultimate defeat because they see the visions and dream the dreams in which self has no part.”

Griffith found lawyers to take on the Gray Brothers, and enlisted the aid of the famous John McLaren to plant flowering shrubs atop the summit at then-barren Pioneer Park. After years, the effort finally caught the public’s attention. The misdeeds of the Gray Brothers started to get coverage in the daily press, and a number of local unions and their papers also took up the cause, including the *Coast Seamen’s Journal* of the Sailors’ Union of the Pacific. In January 1900, the *San Francisco Examiner* reported on a movement “inaugurated by the California Club for the preservation of Telegraph Hill.” The California Club was said to have the cooperation of the “pioneers, the North Beach Improvement Association and hundreds of public-spirited citizens. A mass meeting [at Washington Square Hall will] be held to protest against the demolition of the historic promontory.”

Mounting pressure on the Board of Supervisors and local power brokers eventually produced results. All blasting permits were revoked and the crushing machines stopped by court order in October 1903. More than a decade of citizen activism had pushed municipal authorities to ban quarrying and suspend licenses.

In 1905, Moore felt confident enough to write an article called “The Saving of Telegraph Hill,” but in fact the demolition of the hill wouldn’t be halted for some years. The Gray Brothers ignored and bribed their way through court orders, wide social opposition, and even

shootings of quarry personnel. In 1909, the Gray Brothers disguised the detonation of several dynamite blasts by timing them to coincide with the fireworks of the 4th of July celebration, but irate neighbors knew what had happened and chased the quarry workers from the site. It was not until 1914 that San Francisco finally halted the hauling away of Telegraph Hill rock.

However, even as late as February 1927, nature was extending the legacy of human destruction.

“... a slide of earth and rock plunged down Telegraph Hill yesterday and piled two stories high against the Guisti building on the northwest corner of Sansome and Green streets. Numerous small structures, chicken houses and fences were swept tumbling and smashing over and under the sea of mud, boulders and debris... The slide started on Calhoun Street, five feet from the rear wall of the home of Miss Teresa Triano, 285 Union Street...”

Even today the Gray Brothers legacy of destruction may be observed on the eastern slopes of the hill. But these ruins should not be regarded without also paying silent tribute to the work of Dorthea Moore, Alice Griffith and their stalwart colleagues of a century ago. ✂

—Chris Carlsson directs *Shaping San Francisco*, a sprawling digital history of our city, available online at www.shapingsf.org. His book, *After the Deluge*, was reviewed in the last *Semaphore* and is available at www.fullenjoymentbooks.com.

Sources:

—*San Francisco’s Telegraph Hill* by David Myrick (City Lights: 2001)

—“The Saving of Telegraph Hill”, Portland, OR, *Proceedings of the National Conference of Charities and Corrections*, pp. 375-82., cited in *North Beach: The Italian Heart of San Francisco* by Richard Dillon (Presidio Press: 1985).

North Beach Pool & Clubhouse, Joe DiMaggio Playground: The Facts

By Julie Christiansen

Pool Info

The current proposed schedule calls for the pool to be open between 10 a.m. and 7 p.m., Monday through Friday (except closed for lunch 1:30 to 2:30 Monday-Thursday, 12:30 to 2:30 on Fridays), and 12:30 to 2:30 on Saturdays. We are trying for longer hours, especially an early morning swim for adults. But years of budget cutbacks have reduced staff by over one-third.

The pool is open to all members of the general public for a single-use fee of \$3 for adults, 50¢ for children. One dollar is added for lessons. Aerobics and adult swim lessons are drop-in classes. Advance reservations must be made with the staff for children's swim lessons.

Clubhouse Info

11 a.m. to 8 p.m. Monday through Friday, and noon to 5 p.m. on Saturdays. Again, due to staffing cutbacks, the facility will have to be closed on Sundays, including the restrooms.

Playground info

RecPark is using custodial staff to open and close the park. The playground gates should open at 7 a.m. weekdays and be closed by the directors at 8 p.m. On Saturdays and Sundays, parks users should plan to enter by the Greenwich Street gate. The Lombard Street gate will be open between noon and 5 on Saturdays, when a director is

present.

Bocce Info

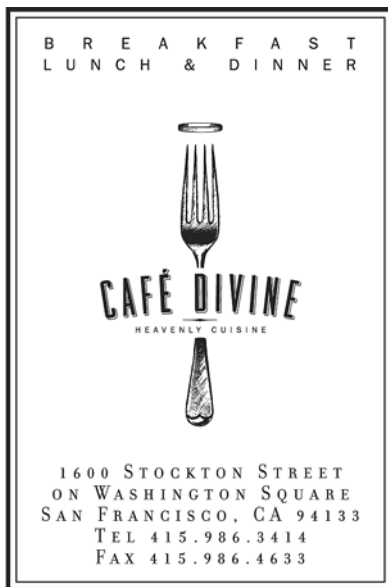
In an agreement between the owners of the NorthPoint Shopping Center and Residences and the City Planning Department, the complex has contributed funds for the purchase of equipment and furniture for the pool and clubhouse and for the renovation of the bocce courts in exchange for permission to convert unused office space at the North Point complex into housing. We are grateful to past THD president Gerry Crowley and past TelHi board member and NorthPoint employee Aline Estournis for forging the connections that made the timely renovation of this area possible.

We are trying to get bid documents completed and construction started before the end of this year. The ivy fence around the courts will be removed (for security reasons), a Tuscan garden will be planted inside a new fence, the courts will be replaced, and outdoor furniture will be purchased for the patio that was poured as part of the pool construction.

Library Info

Planning related to the budget established before the 2000 Library bond calls for earthquake bracing and ADA access improvements. But usable space will be reduced and few other significant improvements made. This in a facility estimated to be half the size needed to meet even current needs. In community meetings held over

continued on next page



Why Do We Save Archives?

by Rozell Overmire, THD Archivist

For the past 50 years, the members of the Telegraph Hill Dwellers have been trying to improve their neighborhood. How did they do it? Records in the president's files, the committee files, the photo files, the newspaper clippings files, and the oral history files and all the other archival collection tell the story.

As THD members do their work, they have remembered to set aside those files of records that they are not actively using. Former archivist, Rhoda Robinson, made sure that there was a place in the archives for these materials. For many years, she carefully collected them and stored them in her basement. Presidents' files, membership files, records of celebrations and fairs, park restorations and tree plantings; all came to rest there. We continue to collect these records and hope that they will be useful to future generations.

The THD archives presently contain records of committee activity past and recent: Budget, Crime, Cookbook, Movies, Neighborhood

Appreciation (NICE), Neighborhood Beautification, Oral History, Parks and Trees, Planning & Zoning, Semaphore, Webmaster/Website.

What material is fit for archiving? Archives include everyday communications such as e-mail, letters, invitations, newspaper clippings, certificates, background material (for instance, those produced by the city or architectural firms and used by Planning & Zoning), posters, memorabilia, drawings, audio and videotapes, CDs and floppy discs.

All the collection is indexed for THD members and researchers to use. The more we have to share, the richer North Beach and San Francisco will be. We are a resource and we hope to see this information in future publications.

We use the archives in deciding future THD directions for action, in putting together exhibits, in planning celebrations, in preserving our neighborhood history, in fund-raising (material to write grants or authenticate donations) and in so many

continued on page 24

Pool, Clubhouse, Playground *continued from page 10*

the past couple years, a majority of library users and neighbors seemed to strongly favor considering a more ambitious plan, even if that meant delaying the renovation and helping with fund raising and grant writing. New head librarian Luis Herrera is listening and has been supportive of considering alternative options. Decisions regarding the library's future are critical, as no planning for other areas of the park can begin until the library issues are resolved.

Children's Play Area Info

No funding currently exists to plan or renovate the children's play area. This is one of the

key projects that cannot move forward until the library plans are finalized.

Triangle Info

The legal and financial transactions that will transfer ownership of the Triangle to the City are ongoing. It appears that the matter may be resolved later this year.

The Friends of Joe DiMaggio Playground are looking for volunteers, especially those with book-keeping and data management experience. Those interested in helping out in these or other ways can contact THD Parks & Trees chair Jennifer Moerer.



PLANNING AND ZONING REPORT

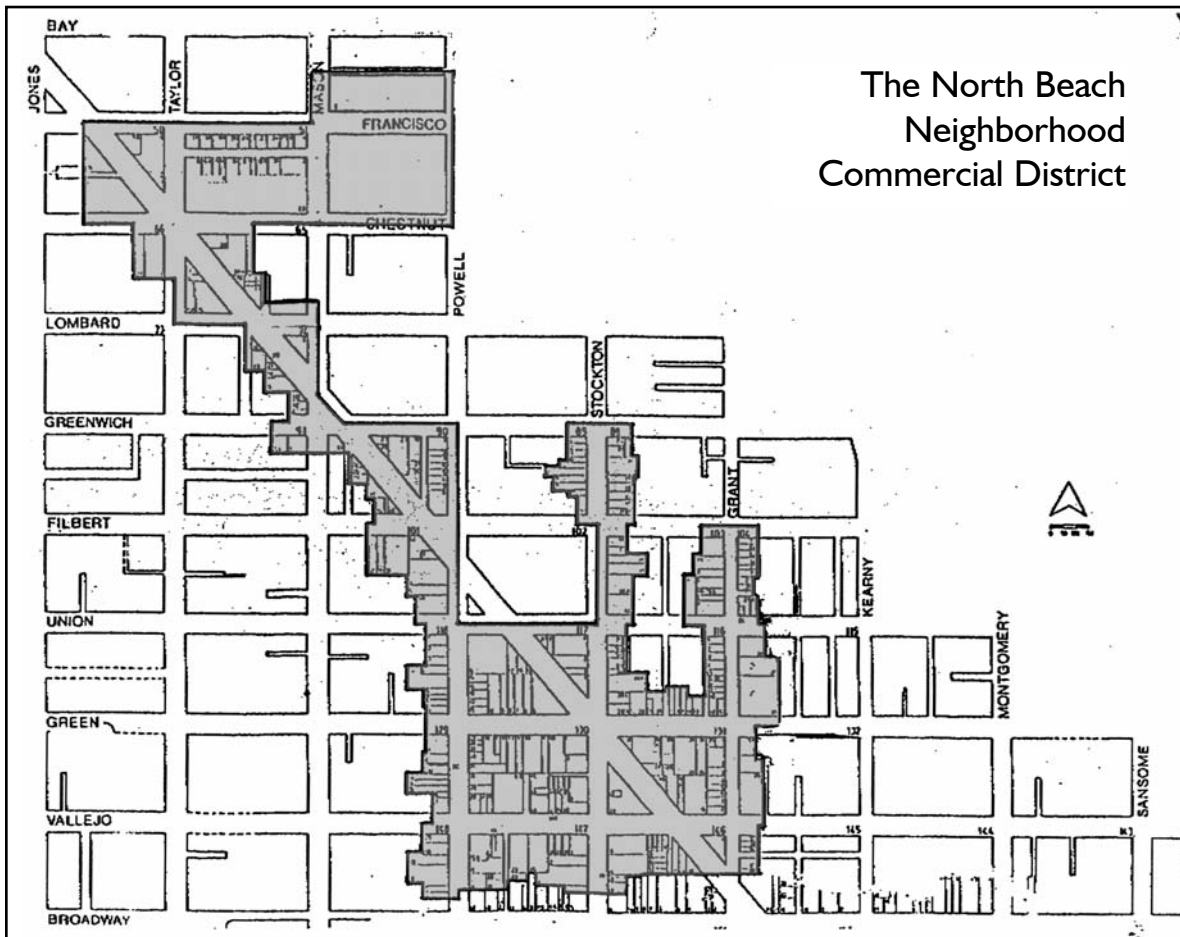
Focus on Commerce

by Jeanne Milligan and Nancy Shanahan

The North Beach Neighborhood Commercial District (NBNCD) is a non-linear zoning district centered on Columbus Avenue from Broadway to Francisco Street (and including Grant Avenue) located in the valley between Telegraph Hill and Nob Hill. The shops in this area originally provided most convenience goods and services for residents of North Beach, Telegraph Hill and portions of Russian Hill.

The ordinance creating the NBNCD in 1987 was adopted because the balance between neighborhood-serving convenience stores and citywide specialty businesses shifted as neighborhood-serving businesses were replaced by restaurants and financial institutions, and the relocation of business and professional offices from downtown to North Beach threatened the loss of upper-story residential units. The ordinance establishing the NBNCD created special controls designed to “ensure the livability and attractiveness of North

continued on next page



PLANNING AND ZONING: NB COMMERCIAL DISTRICT *continued from page 12*

Beach” by limiting (through the Planning Commission’s Conditional Use process) additional eating and drinking, entertainment, business and professional office uses. Under the provisions of Section 303 of the Planning Code, the Planning Commission may authorize a Conditional Use (CUA) only after a finding that the proposed use (1) will provide a development which is necessary and desirable for and compatible with the neighborhood, (2) will not be detrimental to the health, safety, convenience or general welfare of the people residing or working in the vicinity, and (3) will not adversely affect the General Plan policies, including the policy to preserve and enhance existing neighborhood serving retail uses. THD has been working for years to prevent all of our neighborhood-serving shops from turning into restaurants and bars, and to keep chains out of North Beach.

We were recently successful in our fight to keep North Beach chain-free with the passage of a new ordinance sponsored by Supervisor Aaron Peskin which amended the Planning Code to prohibit new “formula” retail uses within the NBNCD. The ordinance defines “formula” retail use as a retail activity or establishment which, along with 11 or more other retail establishments in the United States, has two or more of the following characteristics: a standardized array of merchandise, a standardized façade, a standardized décor or color scheme, a uniform apparel, standardized signage, a trademark or service mark. This new legislation was overwhelmingly approved by the Board of Supervisors and is now in effect.

However, as readers will see from the following report of recent activities in the NBNCD, new restaurants and bars continue to be proposed and approved by the Planning Commission through the Conditional Use Authorization (CUA) process, while neighborhood-serving retail stores continue to disappear.

1625-29 Vallejo

(formerly Rossi’s Market at Columbus & Vallejo): A grocery store since at least the 1950s, this approximately 7,000 square-foot building is now vacant and now for sale or lease. The real estate broker for this property met



Rossi’s Market, 1955 (above) and 2005 (below)



twice with THD’s Planning & Zoning Committee, seeking community input to ensure that any future tenant would be welcomed. At the first meeting, exploratory in nature, P&Z expressed strong opposition to restaurant use and offered a reasonably long list of acceptable neighborhood-serving uses including a new grocery store and a hardware store. At the second meeting, the broker brought four general proposals for consideration: (1) an investor who would clean up the entire building and break it up into three retail spaces (2) a “well known” restaurant whose name was not disclosed (3) a gourmet foods store with wine and liquor and (4) a “bake on site” bakery which would occupy 5,000 square feet, with a café attached. Members at the meeting expressed interest in the concept of bakery use. The broker agreed to stay in touch with P & Z as negotiations progress.

continued on page 14

PLANNING AND ZONING: NB COMMERCIAL DISTRICT *continued from page 13*

520 Columbus Avenue

(between Stockton and Columbus with storefronts on both streets) has been vacant since the Cingular store moved out. Ben & Jerry's and UPS, both "formula" retail uses, were interested in this site before the formula retail ban went into effect. Now that formula retail legislation is in place, there seems to be even more competition for this space. One of these, a small Italian ice cream store, Gelateria Naia, which has two locations, one in Berkeley and one in Walnut Creek, made a presentation to the Planning & Zoning Committee. No additional Planning Commission approvals would be necessary for this use since authorization for small, self-service restaurant use was previously granted by the planners in connection with the proposed Ben & Jerry's ice cream store. Because a CUA runs with the property instead of the business, it is still valid here. Therefore, it is most likely that a restaurant will rent this space. A P&Z member architect reviewed the proposed interior plans for the proposed Gelateria Naia and found that the design would not obstruct the windows on Columbus or Stockton and would therefore maintain two active storefronts.

1234-68 Grant Avenue, Citizen Thai & The Monkey

(formerly Basta Pasta) opened this month for business as a full-service restaurant and bar. Consistent with the original 1987 authorization for this long vacant space and pursuant to an agreement with THD, the new owners have returned the exterior of the building to a more historically appropriate appearance, retained the historic neon "La Pantera" sign, replaced the street trees and agreed to keep the dining area below 4,000 square feet as required in the North Beach Neighborhood Commercial District. The Planning and Zoning Committee is recommending that this renovation be honored with an appropriate award from THD for a well-conceived and well-executed design renovation.

1337-39 Grant

(formerly La Bodega Restaurant): A new full-service restaurant and bar with entertainment is applying to

move into this space. The new concept will be Cuban-style food and jazz and will be called Mojito's. Because the new owner, Alistair Moore founder of the North Beach Jazz Festival, wants to add a full bar to the premises, which formerly had an ABC license to serve only beer and wine with food, he will need to obtain a new Conditional Use approval from the City, as well as a new liquor license from ABC. This type of liquor license will require him to make more money from food than from liquor sales. Our committee will be meeting with Alistair to discuss his plans.

1351 Grant Avenue, I Dream of Cake

(formerly a portion of Old Figone Hardware): This space was granted a CUA for a full-service restaurant in January 2004. Since that time, no use has been made of the space. We understand that it has now been leased to a new tenant, "I Dream of Cake," which proposes to put a bakery/restaurant in the space. The new tenant has assured P&Z that the conditions of the pre-existing CUA, including the requirement that the exterior of the storefront and original display windows be preserved, will be a part of the plans.

1402 Grant Avenue, Magnet:

In 2003, this space was granted a CUA for small, self-service restaurant use with an ABC license for beer and wine (which requires the sale of more food than beer and wine). Because the conditions of the license were violated, the business was cited by the ABC and recently, new managers sought a CUA to change the use from a small, self-service restaurant to a bar so that they could apply for an ABC license which does not require food service.. THD opposed this change and the Planning Commission denied the owner's request. Magnet is currently offering lunches and has opened the front of the storefront to provide visual access to the interior.

1500 Grant Avenue:

THD has attempted to work with the owner of a proposed new jewelry store at this location to make exterior changes more compatible with the traditional

continued on page 15

PLANNING AND ZONING: NB COMMERCIAL DISTRICT *continued from page 14*

storefronts in North Beach, i.e., replacing the newly installed divided lite windows sashes with regular picture windows, installing a wood framed glass door and installing a tile base on the building's perimeter. Many in the neighborhood wanted to preserve the 14-foot coke sign that was uncovered during the construction work on the exterior of the Union Street wall. The owner is storing that sign inside the building, hoping to find an appropriate home for it in the community.

1462 and 1458 Grant Avenue, North Beach Pizza

(formerly Iacopi & Co. butcher shop and a clothing store): The owner of North Beach Pizza recently obtained authorization from the Planning Commission to combine these two storefronts and convert their uses to a full-service restaurant for the purpose of moving North Beach Pizza across the street into this building which he owns. Unfortunately, this means that the space that will be vacated by North Beach Pizza at 1499 Grant Avenue will continue to be authorized for full-service restaurant use (unless it is discontinued for a period of over 18 months). As to the proposed alterations at the new location, the owner has agreed to preserve the architectural character of the former Iacopi &

Co. storefront; to maintain the building's original pattern of storefronts, windows and doors, divided by columns; to maintain the second entry and doorway at 1458 in order to preserve the small storefront nature of Grant Avenue; not to locate any ductwork on the exterior facades; and to handle litter properly. Construction has not begun.

532 Green Street, Tom's Sausage & BBQ

(formerly On Time Mac Service computer service): An authorization has recently been granted to convert this space to small self-service restaurant use. As the owner has had a business in the neighborhood for a long time the authorization was not opposed. The owner agreed, as conditions to the CUA, to restore the divided clerestory windows, use a sign of an appropriate size and handle trash in a responsible way. Construction has come to a halt due to family issues.

550 Green

(formerly New Pisa Restaurant): The new owner of this building is converting the upper floors to residential hotel rooms. In connection with this conversion he obtained a variance from the Planning Code's open-space requirements, which is conditioned upon the provision of a community kitchen on each residential floor and the addition of a facility to contain garbage inside the walls of the building. The ground floor will be converted into two small retail spaces. It is unknown at this time what uses will be made of these new spaces. According to the approved plans, the architectural details of the exterior facades will be compatible with the character of North Beach.

1741 Powell (Pagoda Palace Theatre):

Owner appeared in August 2004 with a proposal to convert the ground floor to a Mexican restaurant and would renovate the upper floors for rental purposes. As reported in the April 2005 issue of the North Beach Journal, the new owners of the Pagoda Palace want to demolish the 98-year-old theater, building a very large project in its place.



1741 Powell Street (Pagoda Palace Theatre)

continued on page 18



When on the

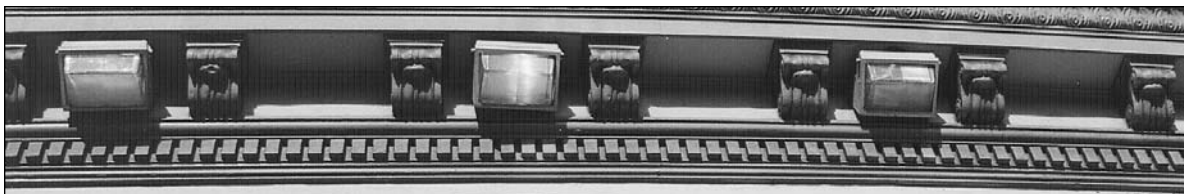
by Art Peterson

Most of us have a love-hate relationship with the study of history. We love vivid stories from the past, but we hate that we get three points off for not being able to recall the year of the Council of Trent. Yet in defense of old Professor Cobweb's pop quizzes, let it be said that chronology does matter. If history is one damn thing after another, it helps to have some sense of what came before what. So what follows is a little quiz in Telegraph Hill chronology. However, in an effort to be less intimidating than the professor, we will not ask you to tell us, say, the exact year the apartment at the end of Alta Street washed down the hill, just the decade. (It was the 1990s.) Try matching the events in the left-hand column with the decade in the right-hand column in which each occurred. (The ANSWERS are hidden **underneath a Cafe Trieste photo** elsewhere in this issue.)

- | | |
|---|----------|
| 1. Hill residents successfully fight hill's worst fire. | a. 1830s |
| 2. Telegraph Hill Dwellers established | b. 1840s |
| 3. Telegraph Hill Boulevard opens. | c. 1850s |
| 4. Embarcadero Freeway torn down | d. 1860s |
| 5. Hill loosely referred to as Loma Alta | e. 1870s |
| 6. Levi Plaza completed. | f. 1880s |
| 7. Telegraph Hill Neighborhood Association established. | g. 1890s |
| 8. "Dark Passage" filmed on Filbert Steps and Montgomery Street | h. 1900s |
| 9. Semaphore signal erected atop the hill. | i. 1910s |



Hill?: A Quiz



- | | |
|--|----------|
| 10. Grace Marchant begins planting her garden. | j. 1920s |
| 11. Beer drinkers and other revelers flock “German Castle” atop the hill | k. 1930s |
| 12. First parrots appear on the hill. | l. 1940s |
| 13. Quarrying undermining hill begins for construction of a seawall. | m. 1950s |
| 14 Jack Early begins work on Pfeiffer (later Jack Early) Park. | n. 1960s |
| 15. Fort Montgomery tops the hill. | o. 1970s |
| 16. Washington Square gets Landmark status. | p. 1980s |
| 17. Businessmen purchase crest of hill for future Pioneer Park. | q. 1990s |
| 18. Construction of Saints Peter and Paul at present site. | r. 2000s |

Rose

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s Avenue

499

PLANNING AND ZONING: NB COMMERCIAL DISTRICT *continued from page 15*



2257 Mason (Fior D'Italia Restaurant)

2237 Mason, Fior d'Italia Restaurant:

Following a major fire, the owner of Fior d'Italia is proposing to relocate this full-service restaurant and bar of approximately 5,400 square feet from its long-time location at 601 Union on Washington Square to a vacant commercial space in the San Remo Hotel at 2237 Mason. The proposed plans for the San Remo Hotel would entail no exterior changes. However, the relocation to the San Remo will require a new CUA from the Planning Commission to allow the space to be used as a full-service restaurant. In addition, because the size exceeds 3,999 gross square feet (the maximum size allowed in the NBNCD for a new use), the Planning Code appears to allow Fior d'Italia to relocate within the NBNCD at this size only if the former location of Fior d'Italia is limited by a deed restriction to a use below 3,999 gross square feet. As there is apparently a large new restaurant already proposed to be located in the Union Street space, this may prove to be a problem.

585 Columbus Avenue (Coit Liquor):

The new owners of Coit Liquors are proposing to add a wine tasting section to their current liquor store business. In order to add a wine bar, an authorization from the Planning Commission is required to convert a designated portion of the liquor store from retail to bar use. In addition to a CUA, a beer/wine license

would be necessary in order to allow the sale of beer and wine for consumption "on-premise." It is our understanding that this type of license for wine tasting purposes would contain restrictions that 1) a section of the business must be physically separated from the "off sale" premises so as to insure that minors are not served; 2) all drinks served be restricted to 2- and 4-ounce pours of beer and wine, and 3) if they eliminate their existing "off sale" license, the owner will be required to re-apply for the on-premise license. Although THD is not opposed to this proposal, we are concerned that the required approvals be properly restricted so that if the business is sold or the owners decide that a liquor store with wine tasting is not making enough money, it does not automatically turn into bar overnight without additional approvals.

Starbucks:

Several months ago, Starbucks expressed interest in leasing a space located between Pacific and Jackson avenues, at **170 Columbus**. Although outside the boundaries of the NBNCD where the "no formula retail use" ordinance is in effect, the community in large part strongly opposed a Starbucks at the "entrance" to North Beach. Hundreds of signatures were collected on petitions opposing Starbucks at this location within a two-day period, THD adopted a formal resolution to oppose it, and after meetings with many individuals and organizations, the representative for Starbucks recommended to the parent company that the plans be dropped for this proposed lease.



From the Desk of Supervisor Peskin

"There will always be a place for us somewhere, somehow, as long as we see to it that working people fight for everything they have, everything they hope to get, for dignity, equality, democracy, to oppose war and to bring to the world a better life."

—Harry Bridges

These words, uttered by the revolutionary founder of the International Longshoremen's and Warehousemen's Union (ILWU), are as true today as they were nearly 70 years ago. For this edition of the *Semaphore*, I chose to take the opportunity to update THD members about the City's effort to form a Port of San Francisco Embarcadero National Register Historic District.

San Francisco's northeast waterfront was ground zero for the effort to gain better working conditions and just compensation for maritime workers, and the history of this movement is deeply entwined with the physical development of our City's Port.

The San Francisco waterfront includes many historic piers, bulkhead buildings and waterfront structures, connected by the seawall and promenade along The Embarcadero. In 2000, the San Francisco Port Commission adopted policies to guide waterfront development, enabling the Port to pursue seismic retrofit and repairs, and major redevelopment projects on its piers. This effort was integrated with the removal of certain piers and the creation of open space parks and increased public access at various locations along the waterfront.

Part of the new plan committed the Port to preparing a nomination for a "Port of San Francisco Embarcadero Historic District" for listing on the National Register of Historic Places.



To our delight, the Port hired noted architectural historian Michael Corbett and labor history expert Marjorie Dobkin to prepare the application.

I am excited to report that the application process is moving forward full steam, with several important dates on the horizon.

On July 20, the San Francisco

Landmarks Preservation Advisory Board considered the application, followed by a State Historical Resources Commission review the first week of August. In anticipation of a positive recommendation from these two bodies, we expect the National Park Service to receive and approve the application for National Register listing sometime this Fall.

The National Register historic district designation will provide important benefits for historic rehabilitation projects by allowing developers to receive up to a 20 percent federal tax credit on all eligible historic rehabilitation project costs, as part of the Federal Historic Tax Credit Program. As such, the Embarcadero National Register Historic District is a very important tool for revitalizing San Francisco's waterfront.

The Embarcadero Historic District will provide formal recognition of the Port's historically significant buildings and structures, and facilitate the Port's efforts to preserve and rehabilitate them. It also will provide a comprehensive and permanent account of the waterfront's important maritime history and significance in the areas of architecture and community planning and development, engineering, government, transportation, commerce and labor history.

Over its life, the waterfront has and contin-

continued on page 20

PESKIN *continued from page 19*

ues to evolve, constantly changing in response to business opportunities, engineering and technological innovations, financial conditions, and Nature itself. The saw-toothed profile of the seawall, as initially constructed, eventually was modified to the straight-edged form that exists today, to minimize the build-up of silt and its associated limitations on berthing.

The wooden piers and bulkhead wharf platform atop the seawall were eventually replaced with a new bulkhead wharf beginning in the early 1900's, employing new engineering design and use of reinforced concrete to reduce damage by fire, vermin and the harsh marine environment. Throughout, the State Board of Harbor Commissioners, like the Port Commission today, made changes and refinements to the design and materials to continually improve construction quality and functionality.

By the late 1930s, the historic piers and bulkhead wharf as we know them today, designed in classical architectural styles to beautify the waterfront, were complete. However, the waterfront has continued to change since then, with repairs and replacements carried out in order to maintain the piers and respond to changes in cargo handling practices, and maritime and industrial needs. Most notably, in the 1950s, piers were altered and some structurally merged to create more efficient access, as truck and vehicles replaced freight rail

transportation as the mode of choice along The Embarcadero.

The inclusion of the labor history discussion in the nomination report provides an equally interesting account of the culture of the historic working waterfront. This treatise, based on extensive research and oral histories, includes a description of working conditions, types of work required to conduct shipping and port operations, the relationships between workers and employers, and the events that led to the rise of unionized labor in San Francisco.

The Embarcadero Historic District will provide formal, national recognition of one of the last and most intact break-bulk shipping ports in the United States. The historic district nomination report provides a permanent account of not only the physical resources contained within, but also the birth, development and workings of the Port, from 1850 to 1946.


I look forward to the successful formation of the Embarcadero Historic District and the many benefits it will bring to our unique, urban waterfront. I would particularly like to thank Port of San Francisco staff for contributing information to this report.

As always, feel free to contact me at any time in City Hall at 554-7450 or by email at Aaron.Peskin@sfgov.org. I wish you all an enjoyable summer season, and I'll see you around the hill.



ESPRESSO
CAPPUCCINO
VINO
PANINI

CAFFÈ GRECO



Hanna & Sandy Suleiman
423 Columbus Ave.
San Francisco, CA 94133
415-397-6261

Waterfront *continued from page 7*

Strategic Analysis Report on Northeastern Waterfront Transportation Issues, concluded that:

Counterpoised to the likely economic benefits (of five) new development(s), the proposed projects will likely generate significant impacts on automobile circulation, pedestrian and bicyclist safety and circulation.

Muni historic streetcar operations, though popular, are currently overcrowded and unreliable.

Future transit service needs from development will exceed the City's ability to provide new service. Furthermore, the cost of providing expanded service for the first year of operation alone will exceed the City's total expected receipts from Transit Impact Fee Development revenues.

That the Piers 27-31 project, and others proposed for the same area, will cause "significant traffic impacts" was known but now has been formally memorialized. The wildly popular, and expensive-to-maintain F-line is running at more than capacity. These are thorny issues that will have to be dealt with head-on in the environmental review process.

Finally, in May 2005, representatives of Mills met with members of the Citizens to Save the Waterfront to discuss the proposed plan for development of Piers 27-31. At this meeting, Mills Corp. made clear that given the authorization to proceed received from the State Landmark's Board, Mills would not be adding any new recreation to the proposed project.

Embarcadero hotel:

The Planning Department is conducting an environmental review of the hotel proposed for the corner of Embarcadero and Broadway. The assigned planner is Randall Dean from Planning's major environmental analysis section. A group of concerned citizens, known as the Waterfront Action Group, is opposing the project as currently proposed. WAG is represented by attorney Sue Hestor. Meetings between the project architect and WAG continue. Current plans call for the hotel to be between 65 and 84 feet high.

The only blocks around the Embarcadero-Broadway area that are not subject to the 40 foot height limit are Blocks 139, 140 and 141. Supervisor Peskin

introduced an ordinance at the Board of Supervisors in June 2005 that would reduce the height on the parcel at the corner of Broadway and the Embarcadero from 84 to 40 feet. The Planning Commission opposed the proposal and offered a compromise of 56 feet. But the Land Use Committee of the Board of Supervisors sent the ordinance to the full board without changes and the legislation, which passed by a 7-4 vote, was sent to Mayor Newsom for his signature or veto. According to a San Francisco Chronicle article dated July 11, a misunderstanding caused the mayor to miss his deadline for signing or vetoing the legislation, letting the ordinance become law without his signature.

Exploratorium:

After many years and driven by the need to expand, the venerable nonprofit Exploratorium is considering a move from the Palace of Fine Arts to the northeast waterfront. The Exploratorium was eyeing two buildings in the Francisco Office Bay Park: 50 Francisco and 1700 Montgomery. However, that deal never emerged and now the Exploratorium is negotiating with the Port for space in Piers 15-17 at Embarcadero and Green. In June, a committee of the Board of Supervisors approved a resolution that would allow the Port to negotiate exclusively with the Exploratorium; that resolution is now subject to a full board vote. Wilson, Meany and Sullivan, the developers representing the Exploratorium, are negotiating with the Port.

55 Francisco:

This is the proposed project to build 51 luxury condo units atop the three-story parking garage at 55 Francisco. Currently, there are no permits on file or environmental documents issued that would trigger hearings. A community meeting to discuss the project was held in April 2004 and until February 2005 the developer made no contact with either Stop 55: Preserve Our Waterfront or the Telegraph Hill Dwellers. The Planning Department has not completed its environmental review.

THD Board Motions FOR THE MONTHS OF MARCH, APRIL, AND MAY 2005

MARCH, 2005 MOTIONS:

MOTION: THD supports the proposed ban on formula retail uses in the North Beach Neighborhood Commercial District.
The Motion passed.

MOTION: THD approve the formation of a By Laws Committee that will be chaired by Joseph Alioto.
The Motion passed.

APRIL, 2005 MOTIONS:

THERE WERE NO MOTIONS IN APRIL.

MAY, 2005 MOTIONS:

MOTION: To oppose a Starbucks at 170 Columbus at the corridor and gateway to North Beach and that a letter be written to Starbucks opposing one of their stores at this location.
The Motion passed.



Quiz Answers:

1-h 2-m 3-j 4-q 5-a 6-p 7-g 8-l 9-c
10-k 11-f 12-o 13-d. 14-n 15-b 16-r
17-e 18-i

Scoring

14-18: You are David Myrick
9-13: You should conduct a neighborhood walking tour
5-8: You should go on a neighborhood walking tour
0-4: Welcome to the neighborhood!

City Picks Friend of Preservation

By Nancy Shanahan

The City has just selected Mark Luellen to fill the newly created position of Preservation Coordinator in the Planning Department. Mark will be supervising and coordinating the work of the seven Preservation Technical Specialists and advising the Landmarks Board. His work will also include working with the Landmarks Board to prepare their annual work program and budget, supervising the Citywide Cultural Resources Survey and providing outreach to the preservation community.

For the past several years, Mark has been working as a preservation planner for the

Northeast Quadrant of the City including North Beach and Telegraph Hill, Jackson Square and the Northeast Waterfront. He has been the preservation planner on 150 Broadway (Broadway Family Apts.) in the Northeast Waterfront Historic District, the important National Register Atkinson House on top of Russian Hill and recently on 22 Alta. Not only is he familiar with our historic districts and landmarks, he brings to the new position his experience and training in historic preservation.

Congratulations, Mark. We look forward to working with you to preserve and protect the rich heritage of our neighborhood. ✂

The Readers Recommend: A Continuing Feature

Restoring an old house? We've got lots of those on the Hill (in fact the greatest collection of pre-1906 houses anywhere in the City). A great find for window restoration is Elliot Weiss' "Woodworks Window and Door Company" 907 Palou Avenue (Bayview/ Hunters Point) 415-648-1797. Elliot's company did the restoration of all the wood windows in the Ferry building. His prices are reasonable and if a window is beyond salvage he can make an exact duplicate, including copying those skinny 1/2" mutin bars (all modern windows use a much fatter mutin between the panes).

Brad Willmore

Here's a recommendation for those looking for quality iron work. We've have excellent, good old-fashioned metal smithing done by Bill Chastain at 1199 Thomas Avenue, 415-822-7089. Bill does work from custom drapery hardware to 3-story handrails to ornate or simple iron gates. He'll work steel, iron, stainless, brass and other metals.

His work is beautiful and one-of-a kind.

Brad Willmore

I can recommend another source for repairing and rebuilding wood windows (or replacing those leaking aluminum windows with compatible wood windows.): Juanacho Herranz 415-652-3800

Nancy Shanahan

Readers should send recommendations to apeterson@writingproject.org or to 101A Telegraph Hill Blvd. 94133 ✂

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Show our merchants we
need them!

Waterfront *continued from page 21*

In May 2005 developer Douglas Rosenberg presented “changes” to the project to the THD’s Planning and Zoning Committee. The one change proposed was to the type of windows being used. At an earlier meeting with Stop 55 representatives, Rosenberg indicated the Planning Department was preparing to issue a “negative declaration.” However, that document has not been issued and Planning Department officials will not speculate at this point.

A recent letter to Rosenberg from Stop 55 detailing the group’s concerns and the history of the project can be found at Stop 55’s website (www.ziss.com/stop55) by clicking on the link at the uppermost left corner of the page.

1620 Montgomery:

The current owner of the four-story office building, located one-and-a-half blocks from the proposed Piers 27-31 development, has filed with the Planning Department seeking to demolish the entire building

and replace it with a nine-story, 95-unit condominium complex. One of the many factors that makes this corner of the northeast waterfront unique is the mixed-use nature of the neighborhood – the combination of residential complexes and historic waterfront commercial properties. Many residents, along with the Stop 55 group, have voiced grave concerns about the owner’s plans.

Most importantly, 1620 Montgomery is a historic structure, eligible for landmark status. The building was constructed in 1907, an extremely significant period in the city’s history. It was built by the Del Monte Milling Company (“the pioneer cereal mill of the Pacific Coast”) and was later home to many world-renowned architects and artists, including Barbara Stauffacher, William Wurster, Lawrence Halprin and Morton Beebe. Residents will be working closely with San Francisco Architectural Heritage to pursue obtaining landmark status for this building.



Archives *continued from page 11*

ways that I can’t even imagine them all. They help committee members know what their committee did during the past 50 years—who founded them and why. We can trace our neighborhood activism through time. Some past THD presidents have kept full records of the concerns of their times while others have not. The issues that we deal with aren’t new. In the 1950s our presidents’ files have folders on parking and tree planting, and in the 1960s on bylaws, port, waterfront and zoning. Each archive contribution helps to fill in the gaps.

Our oral history collection is growing. This year we completed an oral history of longtime Telegraph Hill resident Vera Ransom. The oral history group has produced 10 of these histories and is working on eight more. Copies are lodged

in the local North Beach Library, the history room of the Main San Francisco Library and the Bancroft Library in Berkeley. Take time to read a few of them and get to know your neighbors who have lived and continue to live in North Beach. They will take you back in time and help you understand how this neighborhood came to be what it is. This September, the oral history committee will hold a meeting for interested THDers. Last year we trained a group of people to take oral histories and this year, we need to decide what direction we will take. Come join us.

Do you have any archives that might fit into our collection? We hope so. Give me a call 415-989-3945 and bring them in. I’ll be happy to file them away carefully for someone in the future to use and cherish.

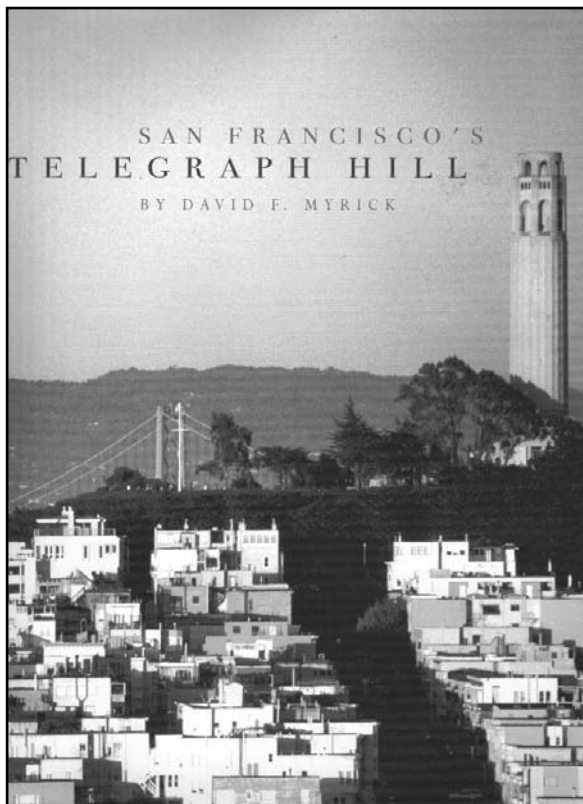


Order your copy of *San Francisco's Telegraph Hill*

As almost everyone who has lived on Telegraph Hill for long knows, *San Francisco's Telegraph Hill* by David Myrick is a collector's item. The out-of-print first edition of this book, lovingly detailing the colorful history of the Hill, sells for \$200 these days.

In 2002, David agreed to make revisions to the original, and THD agreed to sponsor the second edition of the Myrick book. The new volume includes 32 new pages and 50 more photographs.

To order your book, please fill out the order form below.



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The THD Tower Traffic Jam Project: Safety a Big Motivation

By Bill Seelinger

Chair, Parking and Transportation

A THD-generated plan aimed at solving the problem of congestion on the road leading up to Coit Tower is on hold because the City agency responsible for executing it won't move without a green light from the Board of Supervisors.

The Municipal Transportation Authority told THD's Parking & Traffic Committee, which was pushing for a trial to be conducted this summer, that it won't move without specific direction from the Supervisors, arguing that resident/visitor differentiated parking—a central feature of the plan—is a public-policy issue. The MTA, made up of the Department of Parking & Traffic and Muni, has agreed to forgo planned service cutbacks on the 39-Coit, but that hardly solves the problem.

The problem? A horrendous weekend-and-holiday traffic-queue on Telegraph Hill that poses serious safety issues for both residents and visitors. This situation has the potential for dangerous delays to fire, police and ambulance service and causes tens of thousands of hazardous mid-street U-turns by City visitors each year.

The traffic jam makes it impossible for the 39-Coit to operate on time. Residents are often unable to use the bus, exacerbating car congestion in North Beach.

Getting stuck in the long queue en route to Coit Tower also significantly irritates between 150,000 and 250,000 visitors each year. These are the people who inject countless millions of dollars into our local economy.

This is a shoot-yourself-in-the-foot civic problem that should have been solved decades

ago. THD's Parking & Traffic Committee spent over three years working out a solution that has every indication of working. Until the MTA backed off, a trial of that plan was set to be held this summer.

During the height of the tourist season, and at many other times as well, Telegraph Hill Boulevard is one of the most congested streets in San Francisco. This is squarely an MTA problem. We appreciate that the MTA has responded to our extensive urging by reinstating full service to the 39-Coit, but over the three-year development of the project we have received virtually no assistance from the MTA, with the exception of the Muni Planning Department and the support of the MTA Citizens' Advisory Council.

As we have reported before in the *Semaphore*, the proposed solution is to change traffic habits on Telegraph Hill. We plan to use widely distributed flyers and strategically placed signs to inform visitors that there is a better approach than trying to drive and park at the Tower. The centerpiece of our plan is to eliminate visitor parking altogether at Coit Tower during peak times and encourage those who "must" drive to do so before 10 a.m. or after 6 p.m. We will encourage visitors to ride the bus, which advances the city's transit-first policy, or to enjoy the scenic pleasures of walking to Coit Tower, and stay as long as they want. There is currently a 30-minute visitor parking limit at the Tower.

The Parking & Traffic Committee has assured nearby neighbors who park at Coit Tower that the trial in no way jeopardizes their ability to park. The "A"-stickered cars parked in the lot average fewer than six during peak periods and

continued on page 29

"Significant" Tree Ordinance Proposed For San Francisco

by Joe Butler

If an ordinance proposed by Supervisor Chris Daly makes it through the legislative process, some of San Francisco's most beautiful trees will be able to breathe easier.

Daly's ordinance would create a new tree category that will require city agencies to adopt new rules for removal of "significant" trees not only on city-owned property but, for the first time, on private property as well. Trees deemed "significant" have a 12-inch diameter or greater, a trunk 54 inches above the ground, or a height of 20 feet or dimension of canopy of 15 feet or greater.

This ordinance is especially significant because San Francisco has one of the lowest percentages of tree cover of any major U.S. city. Trees provide shade for our buildings, streets and sidewalks, as well as a habitat for birds and insects. They filter particulate pollution and carbon dioxide from our air, and ease the hard edges of an urban environment. The city's mature trees, a small fraction of its overall urban forest, are currently unprotected unless located in a public way or on the property of certain government agencies.

Mature trees are, however, the most significant contributors of oxygen made from the carbon dioxide exhaust produced from burning fossil fuels. Under Daly's ordinance, property owners will still be able to remove diseased and dying trees which are hazardous, or capable of spreading diseases to other trees. But they'll need a permit to do it.

The main argument against regulating trees on private property is that a property owner has a

right to use his land as he sees fit. However, zoning laws and the generally accepted notion that membership in a society requires a commitment to the common good have traditionally counter-balanced this imperative. Everyone, whether property owner or not, helps provide the utilities, streets, fire protection, public safety, zoning, building codes, education, air and water quality monitoring, and arts amenities that gives the land its value—not to mention creating the stable society within which we have the right to sell the land at a handsome profit. Waiving some property rights for a few hundred pounds of oxygen that our large healthy trees produce seems a small enough price to pay for contributing to the common good.

A mature Monterey cypress was recently removed from a property on the Greenwich Steps, and two others on the same lot are threatened. The trees provide habitat for many birds, among them the wild parrots of Telegraph Hill. Had Daly's ordinance been in effect, this property owner would have had to ask permission to remove these mature or "significant" trees. If they were found to be a hazard, permission would have been granted. But the removal of the trees based on avoidance of potential liability, or to suit the aesthetic tastes of the owner, would be balanced against the value of the trees to the city.

Palo Alto, Redwood City and seven other Bay Area cities already have similar ordinances, to the great advantage of their communities. Let Supervisor Daly know how you feel about his proposal.



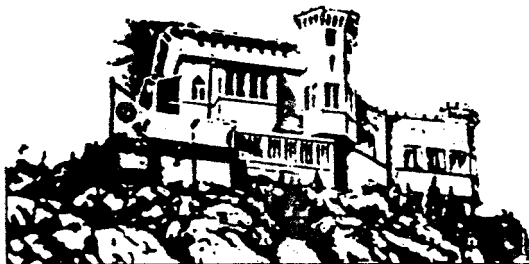
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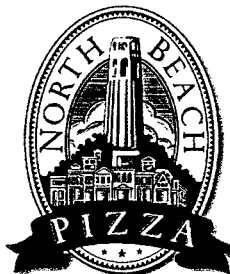
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COIT TOWER TRAFFIC PLAN *continued from page 26*

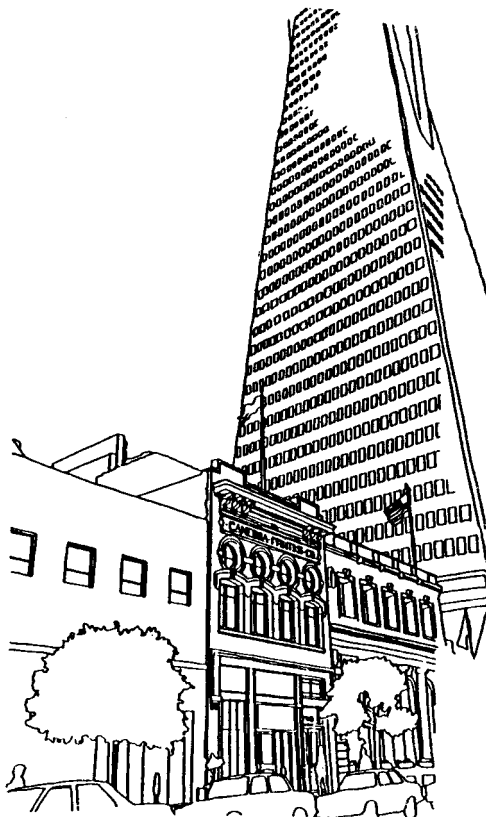
are not causing the problem.

Again, the MTA won't move without the Board of Supervisors' specific direction, because it thinks that resident/visitor differentiated parking is a public-policy issue. We don't think so — not for a brief trial totaling only 32 hours of differentiated parking spread over a month. We think this is overly cautious and not "can-do" problem-solving, in light of this unsafe and undesirable traffic condition. Ironically, our own strong supporter on the board, Aaron Peskin, is, at this writing, ruled ineligible to sponsor this project for what appears to be an irrelevant legal

technicality based on apparently inaccurate information.

This bureaucratic mix-up has caused delays in the trial. We are now targeting the trial for the month of October, but urgently need City cooperation.

On a more positive note, the more we put together publicity pieces and work out additional details, the more we believe that our solution will succeed. We are prepared to wait out the bureaucracy to help make the neighborhood and the City a safer and more pleasant place for residents to live and visitors to visit.



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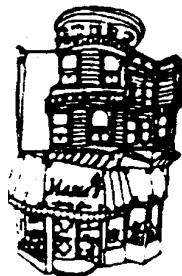
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THD Welcomes New Members

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Anthony Azzollini, David Chiu, Charles Strong & Mag Dimond, Sarah Goralewski, Susan Bradshaw & Bill Haerle, Valerie Hearn, Julie Herrod, Inge S. Horton, Brad Parberty & Sean Johnston, John Goodman & Kerry King, Matthew Levin, Patricia & Peter Lombardo, Pixie Arthur & Jimmy Mansfield, Priscilla Mueller, Amy Ovalle, Maria Palmer, Vicky Perry Maren Jones & Michael Sidlow, Ann Zachar

For a Voice in Your Neighborhood Join Telegraph Hill Dwellers.

NEW MEMBER INFORMATION

Sign Up or Sign a Friend Up as a member of Telegraph Hill Dwellers. Complete and mail to THD, PO Box 330159, SF, CA 94133

NAME: _____

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THD COMMITTEES NEED YOU

You can make a difference! Join one of THD's committees, meet and work with your fellow Hill Dwellers to improve life on the Hill.

STANDING COMMITTEES

Parking and Transportation. Chair, Bill Seelinger, 392-8450
billseel@aol.com. Promotes efforts to ease congestion, optimize white zones, upgrade public transportation. Works with Department of Parking and Traffic.

Planning and Zoning. Chair, Jeannie Milligan, Jeanne_M@pacbell.net. Monitors and reviews proposed development projects for consistency with applicable City ordinances. Works with Planning Department staff and represents THD before the Landmarks Board, Planning Commission, Zoning Administrator and other regulating bodies to protect historic resources and maintain neighborhood character. Assists members to learn more about and participate in planning and zoning issues.

Semaphore. Editor, Art Peterson 956-7817; artpeterson@writingproject.org. The editor and staff produce a quarterly magazine for THD members.

Program. Chair, Pat Swan, 788-7926; 439 Greenwich #7B, pswan@visa.com. Arranges social events, including quarterly membership meetings and get-acquainted social functions.

Budget. Greg Chiampou, 834-9338; gchiampou@att.net. As prescribed in bylaws for Treasurer.

Membership. Chair, Tom Noyes, 981-8520; tom@noyesfamily.com. As prescribed in Bylaws for Financial Secretary.

SPECIAL COMMITTEES AND PROJECTS

Parks and Trees. Chair, Jennifer Moerer, 5 Edith St. 265-0317, jmoerer@maci.com. Information and projects concerning local parks, green spaces and street trees.

Oral History Project Audrey Tomaselli, 391-1792; tmsli@sonic.net. Rozell Overmire, 939-3949, rozell@weach.com Taped interviews provide historical documentation of living and working in the neighborhood.

THD Web Site. Webmaster, Michael Mallone, 392-8227; webmaster@thd.org. Shared information about meetings, local concerns and events.

LIAISONS WITH OTHER ORGANIZATIONS

Coalition for San Francisco Neighborhoods. Representative, Gerry Crowley, 781-4201; gerrycrowley@aol.com. City-wide organization interacts with other neighborhoods to discuss common problems.

North Beach Neighborhood Coalition. Representative, Gerry Crowley. 781-4201; gerrycrowley@aol.com. Tel-Hi-sponsored group of residents, merchants and government agencies working together to address neighborhood issues.

N.E.R.T. June Fraps, 392-1187; june-fraps@juno.com. Energizes members to take emergency disaster response training program sponsored by the City.



WEB SITE = www.thd.org

Whether you want to catch up on THD's Oral Histories, see what the THD is up to, or submit old photos of the Hill, www.thd.org is the place to go. Use the Web site to discover or email information about upcoming meetings in the neighborhood and at City agencies, and ideas and concerns you want the rest of us to know about between *Semaphores*.

sem.a.phore

DEFINITION: To convey information using visual signals, such as flags, lights and mechanical arms.

In the 19th century, Telegraph Hill was a lookout spot. A man stood at the top and watched for ships arriving through the Golden Gate. He used semaphore signals to spell out ships' names to the people below who were waiting for goods and mail. Neighbors who formed Telegraph Hill Dwellers in 1954 named their newsletter to salute this early use of the Hill.

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T H D C A L E N D A R

Second Saturday stair and garden work parties at Pioneer Park: August 14, September 10 and October 8. For more information call 552-7774.

**Check THD Website
and emails for
upcoming events.**

Schedules of Committee Meetings

PLANNING & ZONING: First Thursdays. Call for time and location.
986-7070.

**For more information, log on to
<http://www.thd.org>**